









## RANDOM REFLECTIONS.

Who said the East never changes? A London year has just received a donation from a man in aid of his mission work, and the gift is accompanied with a very plain hope. The irony of it! Asia contributing to the reformation of darkest London!

The Courts have been the centre of local interest during the week, and the reports of the proceedings have afforded very spicy reading at times. They almost make one wish to be a barrister, so as to have the liberty of saying things about people who take opposite sides to us.

Had a stranger entered the Supreme Court on Wednesday when the Palace Judge was declaring from the bench that he could not take four to three, but he could take five to two, he might have been excused had he thought from the sporting parlance that he had stepped into the midst of some Tattersall Club, which was discussing probabilities for the forthcoming races. But, of course, the delusion would not have continued long.

China New Year has already cast its shadow upon the Colony. All Chinese in business are striving hard to strike a good balance, thieves are busier than ever trying to raise the wind, and households are being conducted on makeshift lines, as the domestics have either gone or are preparing for their holiday visit to the country, and the substitute, who is mostly an incompetent, blunders daily through his piddling.

Our French neighbours in Indo-China have taken to football, and occasional matches are played at Haiphong. I see that the newspapers down there set out the teams in proper sporting journalistic style, and Haiphong is fortunate in the possession of a goalkeeper with the British name of Roberts. It makes one smile to read "le coup d'envoi sera donné à trois heures et demie précises." How different to our "kick off at 3.30 prompt." By and bye why shouldn't we use prompt competitions with our Gallic friends from the South?

I noticed the other day a paragraph in the D.P. to the effect that the Sanitary Department had got most of the sanitary staff to suspend their other operations for a fortnight and devote that time to rat catching. I don't mean that the inspectors have to enjoy themselves by what is known as a good old-fashioned rat hunt here, there, and everywhere, but simply that they were engaged visiting houses and in doing the inmates to use rat poison. Opinion may be divided as to the advisability of employing poison, and in view of that it is interesting to note that the London County Council has appointed an official rat catcher who has just landed a challenge to capture 1,000 rats in three nights. He says that anybody can kill rats, but few can catch them alive. That is his speciality, but he won't declare the means by which he does this, and avers that it is a family secret which has been in the family for three generations.

England, or at any rate her legislators, has been moved at length to rid herself of the reproach under which she lay from her inauspicious method of taking the oath. Kissing the book had long been recognised as full of dangers, but not until this year has another form been provided. Henceforward, unless a witness prefers the old style, the oath will be administered by the witness taking the Bible in his right hand and raising his hand and repeating the words: "I swear by Almighty God that the evidence I shall give to the Court (and jury) touching the matters in question shall be the truth, the whole truth, and nothing but the truth." When is Hongkong going to follow suit and abolish the inauspicious form? If kissing the book is pronounced dangerous in England, it is certainly much more so in a place like this, where the masses do not have the same standard of cleanliness and ideas on treating disease are not quite in accordance with Western medical science.

The Manila Carnival is now in full swing and the Pearl of the Orient is given over to fun and frolic for ten days. A Manila newspaper finds it difficult to do justice to the occasion in ordinary English, or rather American, and expresses itself in verse as follows under the caption, "Oh, the Carnival now is on!"

John Mearns is the man  
Who manages the show;  
He calls his bright young men about  
To tell him all they know.  
He takes their best lines out  
And rubs them up a bit,  
Till every single one of them  
Will make a separate hit.

Oh, the Carnival now is on!  
The bands begin to play  
And every solemn featured one  
Had better keep away.  
The cowboys from Fort McKinley,  
As those who have seen it tell,  
Have got up a wild west hippodrome  
That is going to take like—well,  
If I were the long-legged giant,  
I'd run like the devil red.  
For the fellow who said that they weren't funny  
Was certainly out of his head.

Oh, the Carnival now is on, etc.

The effusion reminds me of Cowper's famous lines:  
"There is a pleasure in poetic pains  
Which only poets know."

When one is speaking in a manner which suggests boasting the old formula for averting disaster as the outcome of the bragging was to "knock wood." I am reminded of this by the story told of a man who on the ferry wharf at Kowloon was dilating on the cleverness of his dog, which carried in its mouth his handsome silver walking stick. He hadn't finished talking when the brute dropped the stick, which fell between the planks and was lost to sight in the water beneath. The owner's face was a study.

So far as I can gather, the feature of the General Election just concluded at Home has been the decline of the hecker. Scotland was the home of the political hecker, and the young parliamentary candidate who emerged triumphantly from his first heckerling was an article of pride of himself. Heckerling was an art which was cultivated particularly in the midlands of Scotland, but it looks as if the serious questioning which distinguished a former generation is giving place to ruder and senseless interruptions. It may be that the advent of the suffragette is responsible for this decline in political questioning.

RODNEY RANDOM.

## LOCAL SPORT.

## RESULTS AT A GLANCE.

SHIELD FOOTBALL.  
King Alfred, 2; E.G.A., nil.  
Second Division.  
Bake's 3; B.O.C., nil.  
LEAGUE CRICKET.  
Police, 216; Kowloon, 105.  
Telegraphs, 110 for 2; Craggower, 83.  
E.G.A. 70 for 5 wickets. Civil Service 60.  
OTHER CRICKET.  
Kowloon 82; Kent, 62 runs.

## FOOTBALL.

"KING ALFRED" v. B.O.C.  
There was a large attendance at Happy Valley on Saturday to witness this match, which was played on the ground of the Hongkong Football Club. Before hostilities were commenced, it was considered as easy win for the Kowloon team, but the men of the flagship in Hongkong, but the men of the flagship showed up in their old form, and the premier resident team were completely out of the game. The game was keenly contested, and the soldiers stood no chance with their more skilful opponents, and the result of the match was a popular one.  
Final: King Alfred, 2; E.G.A., 0.  
Bake's 3; B.O.C., nil.

In the second division of the League the Buffs "B" team met the B.O.C. at Causeway Bay. The "boys" played a sterling game as usual, but the soldiers were too strong, and won by three goals to nil.

## LEAGUE CRICKET.

This match was played on the Kowloon Cricket Club Ground at King's Park, Kowloon, and resulted in a win for the Police. Scores and analyses were—

Police			
I. O'Connell	5	1	0
W. H. King	125	1	0
G. A. Woodcock	125	1	0
W. Kent	125	1	0
S. Bell	125	1	0
A. C. Langley	125	1	0
W. Pitt	125	1	0
J. Carothers	125	1	0
M. O'Connell	125	1	0
Extras	125	1	0
Total	125	1	0
Bowling Analysis			
W. T. Brown	13	3	1
W. H. King	13	3	1
W. W. Wessell	13	3	1
A. T. Sutton	13	3	1
Lieut. Bunbury	13	3	1
J. H. Maud	13	3	1
T. Sutton	13	3	1
W. T. Brown	13	3	1
J. P. Robinson	13	3	1
A. O. Brown	13	3	1
D. S. McKenna	13	3	1
W. L. Wessell	13	3	1
W. H. King	13	3	1
Lieut. Bunbury	13	3	1
Lieut. Blunt	13	3	1
H. Bear	13	3	1
Extras	13	3	1
Total	13	3	1
Bowling Analysis			
J. H. Kerr	4	1	0
T. H. Maud	4	1	0
K. McManis	4	1	0
S. Bell	4	1	0
Extras	4	1	0
Total	4	1	0

CHALLENGE CRICKET.  
This League match was played on Saturday afternoon on the Hongkong Cricket Club Ground and resulted in a win for the Telegraphs and Dowdell's C.O. by 8 wickets and 27 runs. Scores—

Telegraphs and Dowdell's C.O.			
G. A. Hancock	11	1	0
H. Peterson	11	1	0
W. J. Vane	11	1	0
E. J. Lamont	11	1	0
J. D. Morris	11	1	0
K. A. Carvalho	11	1	0
A. Ross	11	1	0
L. Lamont	11	1	0
P. Currie	11	1	0
H. Rapp	11	1	0
A. Bellmore	11	1	0
Extras	11	1	0
Total	11	1	0
Bowling Analysis			
E. C. Oliver	11	1	0
E. H. Oliver	11	1	0
C. E. Shields	11	1	0
G. A. Hancock	11	1	0
P. Currie	11	1	0
L. Lamont	11	1	0
A. Bellmore	11	1	0
Extras	11	1	0
Total	11	1	0

OTHER CRICKET.  
KOWLOON "A" v. "B" at Happy Valley.  
This match was played at the Happy Valley on Saturday when Kowloon won by 82 to 62 runs.

PEDESTRIANISM.  
The walking match promoted by the Luntano Recreation Club took place yesterday afternoon when entries were fewer than heretofore. The course was as formerly staked, and the race proved an easy thing for the winners. The first three men were—  
F. K. O'Connell  
F. K. O'Connell  
A. C. Bostwick

## CANTON REGATTA.

The selection of V.H.C. crews to row in the open races at the Canton Regatta has taken place, and the following crews will represent the premier sporting club of Hongkong at Canton—  
Senior Fours: L. A. Munn (stroke), C. A. da Rosa, C. A. Rodriguez, H. W. Sayer and W. J. Carroll (cox).  
Senior Pairs: L. A. Munn, J. A. S. Alves and H. W. Felley (cox).  
Junior Pairs: A. H. Carroll, C. A. da Rosa and W. J. Carroll (cox).

## THE FORTHCOMING RACES.

Now that we are practically within a week of the annual races it is possible to form some idea of the ponies which are likely to be the favourites next week.

There are 105 ponies entered from 44 stables. The largest stable is—Mr. Buxey with 12 ponies, Mr. Ellis Kadorie and Mr. John Peel 10 each, Mr. Ottery, 8; Mr. F. B. Marshall, 7; and Mr. Dryadist, 6.

For the Derby there are twenty-three entries. So far as the training has gone the indications are that the race is likely to be won by one of Mr. Marshall's four. All of them have made good time. Fig Tree (Vida up) on Saturday morning did the mile and a half in 3.25, last quarter 32.1, which is so far the best time made over the Derby course during the training, but Mr. John Peel's Maynell (Johnstone up) covered the distance in 3.26. Mr. Ellis Kadorie's Babber Chief is also likely to prove a strong competitor. Mr. Moller will ride for Mr. Kadorie's stable. What the Bona are likely to do it is difficult at present to say; their chances do not appear too rosy. Real Rose is, perhaps, the best of the bunch for the Derby distance, and this pony did the mile and a half on Saturday in 3.23. Mr. Burkill, who will ride the Bona, is expected down to-morrow, and another week's training may do something to upset present estimates. Mr. Dryadist's Bona, which Mr. Lawrence is now riding, promises to make a good showing in the race.

The following ponies galloped over the Derby course (1 1/2 miles) on Saturday—  
Fig Tree: 34, 1.07.2, 1.42, 2.19, 2.53, 3.21.1.  
Last quarter 32.1.  
Maynell: 35, 1.08.2, 1.24.3, 2.16.1, 2.51.1, 3.26. Last quarter 34.4.  
Silverton: 37, 1.10, 1.43.5, 2.18, 2.53.1, 3.28. Last quarter 34.4.  
Real Rose: 36.2, 1.12, 1.47.1, 2.22, 2.55.3, 3.29. Last quarter 33.2.  
Maple Tree: 36.5, 1.11, 1.48, 2.23.3, 2.58.3, 3.30. Last quarter 31.2.

Among the subscription griffins the following may be singled out as likely to give a good account of themselves during the meeting—  
Mr. Kadorie's Walnut Tree, Mr. Hough's Cadzow's Fame, Messrs. Stubb and Murray Stewart's Cobalt, Mr. Pirie's Man-Man, Mr. Gordon's Blackmore Vale, Mr. Johnston's Younger Brother, Captain Mitchell-Taylor's Tomahawk and Mr. Buxey's Warrior Bona. One or two of Mr. Ottery's also are developing well.

The gallops this week take place on Tuesday, Thursday and Saturday.

## VOLUNTEER SERGEANTS' DINNER.

The Sergeants of the Volunteer Corps held a dinner at headquarters on Saturday night which was attended by some 60 or 70 persons. Among others present were: Colonel Chapman, Major MacDonald, Captains Thompson, Lamont, Wood and Craik, Lieutenants Morley, Northcote, Kennett, Andrews and Ross. A splendid musical programme was arranged, and during a jolly dinner numerous toasts were honoured, among others being the officers and volunteers, which were suitably responded to. Throughout the dinner was a great success, and was immensely enjoyed by all present.

## THE OPIUM QUESTION.

The Archbishop of Canterbury has authorised Professor Caldwell to make public some correspondence which has passed between his Grace and Sir Edward Grey in regard to a memorandum from Bishop Price of Fushien, dated September 9, alleging that the Chinese Board of Finance has been induced to overlook the sale of the local officials of the Kuohung district for the suppression of all opium shops in the country at the instance of the agent of the agent of Messrs. Jardine, Matheson, and Co. at Fookchow, to whom the chief local opium merchant had appealed, the British Consul being of opinion that the anti-opium movement in Kuohung was not sincere, and claiming that the prohibition by the local official of the sale of foreign opium was contrary to treaty.

Bishop Price states that he wrote to Messrs. Jardine, Matheson's agent reviewing the circumstances of the case, but received from him only a brief reply, to the effect that, as the matter was a purely commercial one, and had been fully dealt with by the British and Chinese Governments, he was not at liberty to enter into any discussion on the subject. Bishop Price, who reports very favourably upon the efforts of the Kuohung gentry to suppress the opium vice in their country, the first one to raise a fund to compensate the State for loss of the victim's revenue, deprecates the effect produced by these incidents, thought after getting the statistics of those best qualified to interpret the statistics, he is obliged to admit that it does seem contrary to treaty that the sale of foreign opium should be prohibited by local officials. On the other hand, he states that the Chinese anti-opium people rely upon a clause according to which the importer will sell foreign opium only at the port, and it will be carried into the interior by Chinese only, and only as Chinese property, the foreign trader not being allowed to carry it. Bishop Price concludes with the P.E. dated September 16, stating that the Kuohung magistrature was maintaining his opposition to the sale of opium in any part of the country and had apprehended three dealers who disregarded this prohibition.

The Prime Minister to Sir E. Grey on November 9, enclosing a copy of Bishop Price's memorandum, and saying—  
"I have been in correspondence with some of the various associations, and while no doubt there are differences of opinion upon the details of the subject, every one seems to be in agreement in thinking that I ought to place this memorandum in your hands. Indeed, I think it was with that view that Bishop Price sent it to me. Bishop Price is a reasonable man of considerable experience both in Japan and China, and I think his testimony is of great importance. I might have a short conversation with you upon the subject. No one is more conscious than I of the difficulties which surround the question, but we seem to have reached a point at which there is danger that England may be thwarting a genuine and determined wish on the part of the Chinese themselves to bring the evil so far as possible, to an end."

Sir Edward Grey replied on November 22 that he was in communication with the subject with the Chinese Office, whose views he wished to have before answering the points raised by Bishop Price, and on December 15 he addressed to the Archbishop the following letter—  
"Foreign Office, Dec. 15th, 1909.  
"My dear Archbishop—I have now received a reply from the Chinese Office in regard to the incident at Kuohung in the matter of opium suppression about which you wrote to me in your letter of the 9th ultimo.  
"No official report has as yet been received from the Chinese Ministry at Peking on the incident in question, so that a final judgment on the subject must be for the present reserved. Lord Morley is, however, inclined to think that in overruling the orders of the local officials of the Kuohung district the Chinese Board of Finance may have had before it certain facts which were not necessarily within the cognisance of Bishop Price."

"It is understood that the treaty provisions which the Bishop desires to see enforced, though they protect foreign opium while in transit from the port to its destination in the interior, and prevent differential taxation from being imposed on it, do not otherwise interfere with the retail trade.  
"In previous cases of a somewhat similar character his Majesty's Government have not questioned the right of the Chinese Government to regulate as it thinks fit the licensing of retail shops for the sale of foreign opium, or to restrict or prohibit the consumption of opium among the population. There is nothing in the Chinese law, in force, the action of his Majesty's Minister has been limited to seeing that they are not used to create monopolies or to discriminate unfairly against foreign opium, and do not interfere with the wholesale trade in foreign opium between Chinese dealers and importing firms. The Imperial Chinese Government has recognised the equitable nature of these requirements, apart from any special obligations that may arise from treaties, and any other view taken from treaties, so long as the production of opium in China itself immediately exceeds the amount imported and an agreement exists between the two Governments for the *pari passu* reduction of the native cultivation and the foreign import. The Kuohung incident may prove on further inquiry, to be capable of explanation on one or other of the above-mentioned grounds.—Yours sincerely,  
"E. Grey."

## CHINA'S INDEBTEDNESS.

## PEKING AND THE PROVINCES.

(FROM THE "TIMES" SHANGHAI CORRESPONDENT.)

In a recent article on Chinese Revenue and Taxation I have shown that the Central Government's visible income, as stated in the returns of the Board of Finance, practically amounts to little more than what is required for the service of the Foreign Debt and the needs of the Court, its Manchurian pensioners, and frontier defence. For such administration as the country, beyond its military and military and naval forces, education and justice, the provinces support themselves and each other. What this administration costs the country in the waste and abuses created by the vast army of officials and underlings that prey upon the toilers and traders can only be surmised; the foreigner sees but a part of the results in the poverty of the masses, in the paucity of the Empire's financial and social progress, and in the people's persistent clamour for reform. The nation stands, the urgent need for financial reorganisation is clearly recognised by the Central Government and by the educated class throughout the country, as witness many memorials and edicts since 1902; equally admitted is the necessity of introducing foreign capital for the development of railways, mines, local industries, and other potential sources of national wealth. But at this point the Chinese policy-vision, that democratic quality of the people which produces something closely approximating to provincial autonomy. It has been the persistent (though not unattainable) error of European diplomacy for the past 50 years to assume, and to force upon the Government of China, a centralisation of authority contrary to all the instincts and traditions of the people, and, unstable except by the exercise of force, which has never been permanently available.

## NATURE OF THE STRUGGLE.

As a matter of fact, whatever policies and practices remain constant in China's foreign and internal affairs are the results (in the form of a somewhat unstable equilibrium) of the personal struggle between Peking and the provinces. No better example of these results could be given than the situation created by the question of foreign loans, which for the past three years has commanded a greater share of the public attention than any feature of the national movement. The struggle which has been steadily maintained on this question since 1905, to explain its full significance would require a separate article. But it is to say, the official who holds his authority from the Throne is perpetually compelled, to adjust the finances of his post to his own, so as to satisfy at the same time the demands of the Central Government, of local public opinion, and of his own private pocket, a problem which he solves according to the exigencies of the situation on lines of least resistance. It is part of the Imperial system of China's government that the Minister is a native of the province in which he holds office, a rule which undoubtedly stimulates loyalty and initiative and stimulates sympathy for the larger, his revenue are closely determined, however, by centuries of tradition and by the democratic instincts of the people, which are wont to assert themselves forcibly whenever these traditions are disturbed. On the other hand, his official career depends upon the respectability and subservience of his superiors to the higher authorities, so that, despite his ability to keep the Board of Finance in ignorance of the amount of "arbitrary" upon which he may venture in fact, in the nature of a dignified speculation, and its results depend upon the human equation and many other incalculable factors, the vital issue underlying the agitation in regard to foreign loans is the question of centralisation as opposed to provincial autonomy, the difficulties of the situation, and the keenness of the struggle, will be appreciated.

Ever since the Great Rebellion, one aspect of provincial autonomy and its growing necessities—viz. *li-shan*, has attracted the attention of diplomats and economists, and the futile efforts of generations of treaty-makers testify to the fact that these problems of Chinese finance, deprecatory in essence as against the race, are not to be solved by any simple panaceas from Western text-books. And the Chinese Government of to-day, confronted on the one hand by the increasing protests of trade-hungry Powers, on the other by the insistent clamour of the nationalist movement within its borders, and on all sides by urgent lack of funds, is adopting its traditional tactics. To the Powers it appeals yet once again to accept its all the more threadbare assurance of financial stability for the sake of the Government monopoly tariff, to agree to the Government monopoly aspirations—to increase, in fact, and at all costs, the Central Government's visible revenues. To the provinces it promises anything and everything—a Parliament, a Budget, education, reforms financial, administrative, and judicial, all to be carried out (if the people continue to deserve them) within nine years. The latest policy of the Government, and especially of the Manchurian party, but it is a half-hearted policy, lacking intelligent initiative, organisation, and definite purpose, and in many of the provinces—notably, Chekiang, Anhui, and Kwangtung—the views of Peking are treated with scant respect.

As regards national finance, the provinces, at all events, are firmly united in a common policy: The salient feature of provincial opinion on the subject is its definite objection to any further movement in the direction of centralisation except where accompanied by definite and binding arrangements for allocating a proportion of all receipts to provincial uses. And while the abuses and waste of the present provincial methods are flagrant, it is impossible to deny that the equally wasteful inefficiency and disorganisation of the Metropolitan Boards affords in itself no small measure of justification for local government aspirations.

## THE FOREIGN LOAN QUESTION.

Under these conditions, the importance of the question of foreign loans is self-evident. So long as the European money markets insist upon the Imperial guarantee as an essential condition for loans, and so long as the Central Government maintains non-responsibility (proclaimed by Edict in 1898) for any debts contracted by the provinces without Imperial sanction, it is clear that Peking possesses a powerful argument for increased centralisation. So far, however, it has used it to no good purpose. Given the statesmanship to apply sound political economy to the country's needs, and development of the principles which have worked so satisfactorily in the case of the Foreign Customs, there exists no valid reason to prevent foreign loans being raised under conditions beneficial alike to the Imperial Exchequer and to provincial interests, allowing to each its representation and share of profits in the undertakings for which the loans are raised. For ten years, however, the question has been fought without producing any signs of a *modus vivendi*, Peking sternly forbidding the provincial authorities to borrow, and the security of their local revenues, and the provinces waiting in violent agitation at the first sign of any borrowing by the Metropolitan Boards—and the actual result to-day is a stalemate. Readers of *The Times* familiar with the history of the Shanghai-Ningpo Railway Loan and other similar episodes are aware that the agitation organised by the provincial officials and gentry on these occasions, although conducted on the anti-foreign platform in order to attract popular sympathy, is in reality intended to force the hand of the Central Government and to obtain the use of the loan funds for the provinces independent alike of the Peking Board's authority and of any form of control in the interests of foreign bondholders. The complete success attained by the agitation of Kwangtung and Chekiang (in violation of the Central Government's agreement with a British Company) has stimulated the enthusiasm of provinces to a point where any suggestion of negotiations for a loan at the capital is resented, and to laudable the Grand Council, Boards, and Comptroller at Peking with warnings and denunciations. That the provinces are by no means opposed to foreign capital *per se*, is evident, opposed to foreign capital *as it is*, is evident, however, from their unremitting endeavours to obtain it without reference to Peking. There is scarcely a provincial bureau of railways and mines throughout the Empire that has not instituted irresponsible and unpractical negotiations with a view to borrowing from abroad the funds which they are unable to obtain from their own countrymen.

## ATTITUDE OF THE CENTRAL GOVERNMENT.

Such being the actual situation, it is to be expected that, as the country's financial necessities become more acute, a solution will be found in the form of a compromise, or series of compromises, between the capital and the provinces. Already there are signs, as witness a memorial by the late Chang Chih-tang, that the Central Government is disposed to recognise a certain measure of local participation in the benefit of enterprises financed with foreign loans, so long as Peking is directly represented in their management. The lack of any continuity in the policy of the Metropolitan Boards and their internal dissensions constitute, however, serious factors in the problem, while their present position is not of a quality to encourage optimism. It is true that since the accession of the Regent, the policy of financial centralisation has been carried out in numerous edicts, and has been carried out in numerous edicts, and his colleagues in the Board of Finance, but the change would appear to have been made on a personal rather than administrative grounds, for the Board's proceedings and memorials are characterised by extraordinary ignorance and incoherence. On one question, however, the views are clear—viz. the question of foreign loans. The following is taken from a memorial by the Governor of this year—

"What the Board of Finance says in regard to the control and classification of funds seems to reach the heart of the matter. We consider that coherence and mutual confidence are most essential to the management of the country's affairs. The Board of Finance should be

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negligent of all national and provincial transactions, which is not the case at present. At present the relations between the provinces and the capital are characterized by deceit and distrust; consequently the Board is kept in ignorance. Mutual allowances must be made for the common good.

"We, the Government Council, have the following observations to make with regard to the terms of the Board—  
1. With regard to the proposal that said Board should control the raising and repayment of foreign loans, it is to be observed that foreign loans may either benefit or injure the country, and therefore should be under the control of the Board, so that mistakes may be avoided. But inasmuch as these matters are connected with international relations, the Board of Foreign Affairs must be duly notified of them in advance. We endorse the policy recommended, i.e., that henceforth the negotiation of foreign loans should be under the sole control of the Board of Finance. Whenever a board or a province desires to negotiate a foreign loan it should notify this Board, in whose hands the said loan should be raised. And when the loan has been authorized, the hands of the Board of Finance. The pledging of revenue to be used in repayment and the fixing of the loan period shall be left entirely to the Board of Finance.

If the board or province concerned desires to treat directly with a foreign lender their action shall be limited to the discussion and fixing of conditions, and it must be the Board of Finance which finally concludes the loan agreement, reserves the funds. It shall under no circumstances be permitted to have direct dealings with foreign nations in the raising of loans; but in every instance the Board of Finance shall first communicate with and consult the Board of Foreign Affairs in order that due precautions may be exercised.

The Central Government's policy is clear; equally clear the determination of the provinces to oppose it.

## THE NEED FOR CAUTION.

As regards the security of loans made to China, the matter may be summed up in a word—it depends solely upon the continued authority and solvency of the Central Government. The collateral security introduced on the property or the earnings of railways and other enterprises, while valuable as leverage and an indication of vested rights, could not be realised except by forcible measures in the event of the Imperial Government making default, while the allocation of *li-shan* and other provincial revenue is no concession to foreign methods of finance of no practical value, in the last resort, unless the country were to be occupied and administered on behalf of the bondholders. The real security for Chinese loans, since the said loans are themselves upon the Chinese Government's ability to meet its obligations, and its present high credit is chiefly due to the fact that, in spite of wars, rebellions, and the shrinkage of silver, it has never yet failed to do so. But, as I have shown in a former article, China is not paying her way commercially; the amount of her foreign debt approximates unpleasantly to the total of the Central Government's revenue; the country is in a transition state, in peril of disaster; the one thing needful—its administration—is in a state of chaos. As matters stand, new loans raised under precise stipulations and safeguards for their honest and efficient expenditure to increase the nation's wealth and thus to provide improved security for future borrowings, *per contra*, loans which would thus be more secure, must further injure the nation's finances and eventually jeopardise the nation's solvency. Many of China's enlightened officials and writers in the Press, recognising this to be the truth, deprecate all borrowing abroad until some real progress has been effected in administrative reform; but economic pressure in China and financial competition in Europe (to say nothing of political finance) will not permit of this postponing the question.

It is for this reason that the policy and proceedings of the Chinese Government deserve the closest attention; for either China must administer her own house in order or face financial difficulties of the most serious kind. Much depends upon her recovery, and accepting the necessary warning and disinterested advice, and much upon the foreign investor's knowledge of existing conditions.

## LATEST STEAMER MOVEMENTS.

The T.K.K. as *Chiao Maru* arrived at San Francisco on the 3rd inst.  
The O.M. as *Zeffre* left Manila on the 5th inst. and is due here to-day at 5 p.m.  
The I.G.M. as *Frederick* left Shanghai on the 24th inst. at 6 p.m. and may be expected here to-morrow at daylight.



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CHINA FIRE INSURANCE COMPANY, LIMITED.

## NOTICE

FROM This Date, and during the Absence of Mr. G. W. C. PEMBERTON from the Colony, Mr. H. F. HICKMAN has been Appointed Acting Secretary to the Company.

Hongkong, 6th February, 1910. [26]

## NOTICE

TENDERS will be received up to March 10th, 1910, for the OPTUM FARM in the FRENCH TERRITORY of KWONG-CHOW WAN for a period of 22 Months (March, 1910, to December 31st, 1911).

For details, apply to the FRENCH CONSULATE, Hongkong, 7th February, 1910. [26]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE," Captain Owen Jones, R.N., carrying 1200 Tons, will be despatched from the Colony for Bombay, Aden, Suez, Port Said, and London, on SATURDAY, 12th February, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's "PERSIA," 7,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and the Colonies (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, cargo for the above ports will be conveyed by the "PERSIA" and "BOREAS," 10,000 tons, from London on the 1st April, 1910.

Parcels will be received at this Office and 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to B. A. HEWETT, Superintendant, Hongkong, 7th February, 1910. [1]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that HEIBI MORI, of 13, Shinanbashi, 2-chome, Minami-ku, Osaka, Japan, Chemist and Druggist, has on the 11th day of November, 1909, applied for the registration, in Hongkong, in the Register of the Trade Marks of the following Trade Mark:



in the name of HEIBI MORI, who claims to be the Sole Proprietor thereof.

The Trade Mark has been used by the Applicant since the 30th day of June, 1899, in respect of the following Goods:

"KENNOCOWAN" (Patent Medicine), in Class 5.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of November, 1909.

HEIBI MORI, 13 Shinanbashi, 2-chome, Minami-ku, Osaka, Japan, Applicant.

THE TRADE MARKS ORDINANCE, 1898.

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HEIBI MORI, 13 Shinanbashi, 2-chome, Minami-ku, Osaka, Japan, Applicant.

## NEW ADVERTISEMENTS

## HONGKONG AMATEUR DRAMATIC CLUB.

**THE TOREADOR.**

18th & 19th FEBRUARY, 1910.

Booking at ROBINSON PIANO Co. on and after SATURDAY, FEBRUARY 12th, at 10 A.M. [26]

## PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, THIS DAY (MONDAY), 7th February, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 3rd February, to MONDAY, 7th February (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Company.

HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

Kowloon Land and Building Co., Ltd. Hongkong, 7th February, 1910. [232]

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SEVENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, TOMORROW (TUESDAY), 8th February, 1910, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th January to the 5th February, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 17th January, 1910. [180]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of SHAREHOLDERS of this Company will be held at the Company's Registered Office, Alexandra Buildings, Des Vaux Road, Central, TOMORROW (TUESDAY), 8th Feb., 1910, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 7th February to SATURDAY, 12th February, 1910, both days inclusive. By Order of the Board of Directors, JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 7th January, 1910. [225]

HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE 26TH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 12th February, 1910, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 7th February to SATURDAY, 12th February, 1910, both days inclusive. By Order of the Board of Directors, SHEWAN TOMES & CO., General Managers.

Hongkong, 31st January, 1910. [247]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in this Corporation will be held at the CHIEF HALL, Hongkong, on SATURDAY, 19th day of February, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, 7th February, to SATURDAY, 19th February, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, J. B. M. SMITH, Chief Manager.

Hongkong, 29th January, 1910. [233]

## WANTED

## WANTED

A JUNIOR EUROPEAN CLERK.

Apply to "CLERK," Care of "Daily Press" Office, Hongkong, 1st February, 1910. [239]

## WANTED

A BOOK-KEEPER for a Mania Firm. Believers preferred. Age must be under 30 years, must have had previous experience in a Merchant's Office, able to qualify accounts and when free.

Apply to "CLERK," Care of "Daily Press" Office, Hongkong, 6th January, 1910. [129]

## INTIMATIONS

BELLE-VUE STADIUM.

CHINESE NEW-YEAR DAY, FEBRUARY 10th.

GRAND DAYLIGHT BOXING CONTEST.

LIGHTWEIGHT CHAMPIONSHIP: STOKER GARLIC & SHAMAN ROBERTS, 15 Rounds.

HEAVYWEIGHT CHAMPIONSHIP: STOKER PASCAL & BANDMAN WILLIS, 10 Rounds.

SKY KERRISON & JOCK MUSTARD, 6 Rounds.

BILL LEWIS & T. CAPHAM, 4 Round Exhibition.

Accommodation for 2,000.

Doors Open 2.15. Commencing 2.45 p.m. sharp.

PRICES OF ADMISSION: \$1, \$2 & \$3.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1910.

TUESDAY, WEDNESDAY, THURSDAY AND SATURDAY (OFF-DAY), 15th, 16th, 17th and 18th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (including the OFF-DAY), or \$5 per day. Tickets for the OFF-DAY \$2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [241]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races, 15th, 16th, 17th and 18th inst.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which will be sent out with the Members' Tickets on the 7th inst.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their female attendants in the Stand erected on the plot of ground next to the Ladies' Club Stand.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [242]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [243]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Undersecretary on SATURDAY, 12th, and MONDAY, 14th inst.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race day WITHOUT TICKETS, which can be had on application to the Undersecretary. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants passes in their possession, will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [244]

HONGKONG JOCKEY CLUB.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEADQUARTERS OFFICES, Victoria Barracks, until 12 Noon, on 21st February, 1910, for the undermentioned Supplies and Services for the period of 12 months commencing from 1st April, 1910:

1. Meat.

2. Hospital Supplies and Medical Comforts.

3. General Supplies and Provisions.

4. Oil, Wick and Battery Supplies.

5. Coal, Coke, Wood, etc.

6. Barrack Services and Servicing.

7. Washing.

8. Forage.

9. Transport Services. (Supply of Larders, Junks, Coolies, etc.)

Forms and other particulars can be obtained on application to this Office personally between the hours of 10 A.M. and 4 P.M., or by letter addressed to the Officer Commanding Army Services Corps.

The Tenders must be properly filled up, signed and dated, and so tender will be Noticed unless made out on the proper form and delivered at the Head Office by Noon, on the above Date, in a closed envelope marked "Tenders" on the outside.

The right to reject any or all tenders is reserved.

HEADQUARTERS OFFICE, Victoria Barracks, Hongkong, 2nd February, 1910. [250]

## TO LET

## TO LET

GODOWN, No. 51, DUNDRELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1910. [88]

## TO BE LET

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at a valuation.)

"IAN MOE," Peak Road. Six Roomed semi-detached house, commanding a good view of the harbour, Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rental.

KOWLOON MARINE LOT 49, Yauwai, Area 65,000 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [99-109]

## TO LET

GODOWNS in MAISON'S LANE, between Wyndham and Zetland Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to DAVID SASSOON & Co., Ltd. Hongkong, 5th January, 1910. [150]

## TO LET

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in BIFON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 1st Floor.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 15B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MONTFORD TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1910. [87]

## TO LET

RESIDENTIAL FLAT, Hotel Mansions. OFFICES, Hotel Mansions.

Apply to HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

## TO LET-FURNISHED

"THE GROVE," MACDONNELL ROAD, Hongkong. 8-Roomed House, fitted with Electric Light, detached Servants' Quarters and Tennis Court, from 1st May, 1910.

Apply to PEBBY SMITH & SETH, Hongkong, 11th January, 1910. [159]

## TO LET

NOR 52 and 69, CAINE ROAD.

Apply to HO U MING, 81, Queen's Road Central, Hongkong, 8th December, 1909. [96]

## TO LET

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1910. [89]

## TO LET-FURNISHED

"TANTALLON," 125A, BARKER ROAD. Rent \$225 per Month. Best by applicant only.

Apply to GODDARD & DOUGLAS, Hongkong, 9th December, 1909. [100]

## TO LET

No. 6, DES VEAUX ROAD CENTRAL, 1st Floor.

First Floor of No. 4, Des Vaux Road, recently vacated by Institution of Engineers and Shipbuilders.

No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

ROOMS in College Chambers, No. 31 Wyndham Street.

DAVID SASSOON & Co., Ltd. Hongkong, 24th January, 1910. [95]

## TO LET

No. 3, MORRISON HILL. Immediate entry.

Apply to MESSRS. JARDINE, MATHESON & Co., Ltd. Hongkong, 10th December, 1909. [93]

## TO LET

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 4, CONDUIT ROAD, 5 ROOMS, from 1st April, 1910.

From 1st March, 1910, for one year, a NEW 3 ROOMED BUNGALOW, at junction of Kennedy Road and Wongnei Chung Gap.

For 6 months from 1st May, 1910; MOUNT GOUGH, 119A, East, Plantation Road, Fully furnished, 2 Sitting Rooms and 4 Bed and Bath Rooms, and use of Tennis Court with others.

PREMIERS lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shekui Road.

PREMIERS of SHARERS, GARDEN, lately in occupation of the Canton Kowloon Railway.

SHELTONDRALE (furnished), No. 100, Peak, 1st April to 1st October, 1910.

The EYRE, No. 13, Peak, Six Rooms, Tennis Court and very large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.

No. 25, SHELLBY STREET (new House).

GODOWNS in DUNDRELL STREET.

ROUSES in BEILLOUS TERRACE, Robinson Road, newly painted, and color washed, and electrically wired, suitable for Office.

TO BE LET—For Office, at Peak, commanding a magnificent view of the Harbour and adjacent Islands.

Apply to HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 29th January, 1910. [91]

## TO LET

## TO LET

TOP FLOOR of No. 25, Des Vaux Road, CENTRAL, in occupation of Messrs. Whiteway, Laidlaw & Co., Ltd., suitable for Office. Immediate Possession. Rent moderate.

Apply to S. RISNEY, Hongkong, 21st January, 1910. [198]

## TO LET

RAVENSHILL WEST, No. 3, PARK ROAD.

Apply to DEACON, LOOKER & DRACON, Hongkong, 1st February, 1910. [240]

## TO LET

A HOUSE in KNOTTSTOWN TERRACE, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1910. [195]

## TO LET

TO LET or FOR SALE. DERRINGTON, PEAK ROAD, No. 8. SHORNCLIFFE, Garden Road, 7.

For Particulars apply to C. SCHROETER, King's Buildings, IIIrd, Care of Garrels, Byrne & Co. Hongkong, 1st December, 1909. [66]

## TO LET

GODOWN, No. 4, Praya, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1910. [90]

## GRACA &amp; CO.

27, DES VEAUX ROAD.

Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Pictures and Enslaving Books, Novels, Postage Stamp Albums with Movable Lead, Tangle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [110]

## BANKS

NEDERLANDSCH-INDISCH HANDELS



# NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.  
THE SAME TO-DAY AS IN 1743.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [46]

DR. M. H. CHAUN,  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.  
1st FLOOR, ROOMS 2 and 3. From the  
University of Pennsylvania, U.S.A.  
Telephone 125.  
Hongkong, 27th January, 1910. [1152]

**SIEN TING**  
SURGEON DENTIST,  
No. 10, D'ARQUILLER STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1908. [1221]

"SOLIGNUM"  
A perfect preservative stain for Wood,  
Stone and Brickwork.  
It protects against Decay, Fungus, Dry Rot,  
the ravages of insects and vermin (especially the  
white ant) and the action of the weather.  
"SOLIGNUM" REALLY DOES WHAT  
IS CLAIMED FOR IT, as may be seen from the  
testimonials of the Governments of India,  
the Sudan, etc.  
In Drums and Barrels of Various Colours.  
Prospectus and all further information from  
**SIEMSEN & Co.**  
(Machinery Dept.), Hongkong.  
Sole Agents  
Hongkong, 8th December, 1909. [1494]

THE SWATOW DRAWN WORK CO.  
17A, QUEEN'S ROAD CENTRAL.  
MANUFACTURERS of the best quality of  
Hand-made Drawn Chinese Linen and  
Grass Cloth. All kinds of Silk of best quality,  
Canton Embroidery and Chinese Laces from  
the latest French Patterns.  
Hongkong, 25th December, 1909. [1432]

**DAVID CORSE & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAILING  
**ARNHOLD, KARBURG & CO.**  
Sole Agents.  
1535

**SINGON & CO.**  
IRON, STEEL, METAL AND HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shipchangers. Nos. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 515. [583]

**SANTAL MIDY**

These tiny Capsules — superior  
to Copalba, Cubebs, and Injec-  
tions — CURE the same dis-  
eases as these drugs in  
**FORTY-EIGHT HOURS**  
without inconvenience.  
Each Capsule bears the name  
**Paris, 8, rue Vivienne**  
Sold by all Chemists.

ON SALE:  
**THE FIFTY YEARS**  
**ANGLO-CHINESE CALENDAR**  
日曆英中甲子十五  
From 1st JANUARY, 1910, to 31st DECEMBER  
1913, BEING FROM THE 1st YEAR OF THE  
78th CYCLE TO THE 82nd YEAR OF THE  
78th CYCLE.  
(PRICE 2 CASH)  
On Sale at the "HONGKONG DAILY PRESS"  
Office, or Agents in all the Ports of the  
Far East.  
The Book will be sent by Registered Post  
(free) to any part of the WORLD, unrepresented  
by Agents on receipt of Money Order.

## INSURANCES

**HAVING been appointed AGENTS in**  
Hongkong for the **WATERMAN ASSURANCE**  
COMPANY, we are prepared to accept approved  
European and Chinese Risks at Current Rates.  
**JOHN D. HUMPHREYS & SON,**  
Hongkong, 18th August, 1909. [1083]

**NORTH BRITISH AND MEROAN-  
TILE INSURANCE COMPANY.**  
WITH WHICH IS INCORPORATED THE  
**OCEAN MARINE INSURANCE CO.**  
TOTAL FUNDS AT 31st DECEMBER, 1908  
£19,121,310.

I. Authorized Capital £6,000,000  
Subscribed Capital 3,275,000  
Paid-up Capital 1,637,500 0 0  
II. Fire Funds 3,204,763 7 10  
The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 15th January, 1909. [908]

## ACCIDENT AND SICKNESS INSURANCE.

**THE GENERAL ACCIDENT, FIRE AND  
LIFE ASSURANCE CORPORATION**  
LIMITED, is prepared to extend the benefits of  
its well-known "Home" Policies to Hongkong.  
Fire Risks also Accepted at Current Rates.  
For Prospectus and Particulars, apply to  
**W. G. HUMPHREYS & Co.,**  
Agents.  
Hongkong, 18th January, 1910. [187]

**PABST EXTRACT.**  
THE best TONIC for keeping in perfect  
health in the Tropics.  
It is a Liquid Food in prodigious form  
containing all the bracing, soothing and tonic  
effects of the choicest hops. Nearly Non-  
alcoholic. Highly recommended by the local  
medical profession in Cases of DEBILITY  
after MALARIA, from OVERWORK or  
other causes, ANEMIA, NEUROSIS,  
or DYSPEPSIA. Samples on Application.  
**SIEMSEN & Co.,**  
Agents.  
Hongkong, 14th December, 1909. [1519]

As SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS.

## THORNE'S OLD VAT



**SCOTCH WHISKY.**  
SOLE AGENTS IN  
**HONG KONG, CHINA & MANILA.**  
**A. S. WATSON & CO., LTD.**  
253

**NOTICES TO CONSIGNEES**  
SE. "ARMAND BEHIC"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

**NOTICE.**  
CONSIGNEES of Cargo from London ex  
s.s. "Cordouan" from Havre ex s.s.  
Steamer are hereby informed that their  
Goods of Optum, Treasure and Valuables are  
being landed and stored at their risks into the  
hazardous and or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and Godown  
Co., Ltd., at Kowloon, whence delivery  
may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before NOON, To-day, requesting it to be  
landed here.  
Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
the 8th inst., at NOON, will be subject to  
rent and landing charges.  
All claims must be sent in to me on or before  
the 8th inst., or they will not be recognized.  
All damaged packages will be examined on  
the 11th inst., at 3 P.M.  
No Fire Insurance has been effected.

**P. THOMAS,**  
Agent.  
Hongkong, 1st February, 1910. [2]

**NOTICE TO CONSIGNEES.**  
FROM BOMBAY, COLOMBO AND  
STRAITS.

**THE P. & O. S. N. Co.'s Steamer**  
"ASSATE".  
Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risks in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where such  
Consignments will be sorted out Mark by Mark  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo —  
From London, ex s.s. "Malwa".  
From Penang, ex s.s. "B. I. S. N." and  
B. & P. S. N. Co.'s Steamers.  
Optional Goods will be landed here unless  
intimation is given to the contrary within  
6 hours.  
Goods not cleared by the 11th inst., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
Damaged packages must be left in the  
Godown for examination by the Consignees  
and the Company's representative at an  
appointed hour. All Claims must be presented  
within ten days of the steamer's arrival here,  
after which date they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godown.

**RENEWED**  
Hongkong, 4th February, 1910.

## SCIENTIFIC MISCELLANY.

**MECHANICAL AUTOMOBILE REGULATOR.**  
To prevent oversteering an English (multi-  
cylinder) automobile requires high-power automobiles  
to be equipped with an apparatus giving warn-  
ing of the excessive rate or one automatically con-  
trolling the speed. In the first apparatus, the  
piston of a cylinder is connected with the driv-  
ing mechanism, and the air it compresses at  
normal speed escapes silently through two  
peripheral vents, but with greater speed the air  
pressure pushes back a smaller piston, exposing a  
whistling vent, through which some of the  
air is forced with a loud whistle. A device of  
the second type is an oil pump, with a pipe  
having a three-way cock. As the speed gets  
too high, a centrifugal regulator opens the  
third channel, and thus causes the oil to be  
forced into a cylinder where it passes  
against a brake piston, reducing the  
vehicle's speed. By adjusting the regulator  
spring, the normal limit—indicated on a dial—  
can be set at any desired rate.

**SHEET BAMBOO.**  
Sheets of bamboo are a useful product that  
the Society Islands are beginning to export.  
In eastern Tahiti, where the material is abun-  
dant, the bamboo, in two-section lengths, is  
brought down from the mountains by men  
and prepared for use by the women. The  
process, as described by Connel J. D.  
Dreher, begins with cutting out the joints,  
leaving pieces of cane 2 or 3 inches in diameter  
and 2 or 3 feet long. The hard outside coating  
is trimmed off, the cane is soaked 2 days in  
water, and each section is then split down one  
side, opened out and pressed flat. After further  
trimming to a quarter of an inch in thickness,  
the woman skillfully splits the slab into three  
or four sheets. The finished sheets, dried and  
smoothed, are 6 to 8 inches wide and about 30  
long, very white, so thin as to be almost trans-  
parent, and retail at 5 to 20 cents each.

**STAR VIEWING BY DAY.**  
The scattered sunlight of the sky being  
polarized, M. Salot, of the Paris Observatory,  
finds that it may be suppressed by a Nicol prism  
in front of a telescope. The prism allows direct,  
unpolarized light to pass and in this way fifth  
magnitude stars are made visible in full daylight.

**A POSITION-FINDER FOR AIRSHIPS.**  
In determining position by means of a  
 sextant, as in the case of an observer at the  
North Pole, the altitude of a star or the sun  
is measured from the horizon, or from an  
artificial horizon when the natural one is not  
visible. It is often impossible, however, to get  
accurate determinations, and an error of half a  
degree in the observation means a displacement  
of location of about 30 miles. Prof. C. V. Boys,  
the British physicist, proposes to ensure greater  
accuracy under difficult conditions by measuring  
the altitude from a vertical—instead of horizon-  
tal—base. A vertical swinging telescope, suspended  
on a gimbal frame and top-weighted so as to  
swing steadily in a period of about one  
second, is mounted in an upright tube form-  
ing the handle of the instrument, and the  
ordinary parts of a small sextant are at-  
tached. When a star is brought under  
observation, its image in the vertical telescope,  
or collimator, is shown against a fine scale  
in the focal plane of the lenses. When  
properly calibrated, this scale may show the  
star's altitude by direct reading, without cal-  
culation, and the precision may be so great that  
the observer, sitting at a table, can show his  
position within one minute of arc, about a mile.  
The instrument is expected to prove of special  
value to aeronauts.

**IRON THAT DOES NOT GROW.**  
Certain kinds of cast iron are known to grow  
on repeatedly heating, and wrought iron con-  
tracts. From an investigation by Prof. H. P.  
Kugan and H. C. Carpenter, it appears that  
carbon is the chief cause of the growth.  
For an alloy to retain its original condition  
they suggest white iron, with about 3 per  
cent. of carbon and only slight proportions  
of other constituents, including not more  
than 0.2 to 0.3 per cent. of silicon.  
The problem is not fully solved, but the  
investigators seem justified in advising white  
iron instead of ordinary gray cast iron—which  
contains some uncombined carbon—as a material  
for annealing ovens and other purposes where  
change after many heatings would give trouble.

**TELEPHONE TIME.**  
In the novel method of distributing standard  
time to East Germany, a standard clock  
at the Hamburg Observatory is connected to  
the telephone system, and an automatic sounder  
emits a seven-note tone during the last five seconds  
of each minute. This signal reaches all receivers  
connected at the time to the exchange's time-  
signal number.

**POWDERED WOOD.**  
One of the interesting products of Norway  
is wood flour, which is used in making dynamite  
and gunpowder. As reported by Consul  
General Bordenave, the sawdust brought at  
sawmills is kiln-dried, then ground between  
millstones, and finally passed through a  
vibrating sieve of special cloth having 2500  
to 4000 meshes to the square inch. Only  
perfectly clean, bark-free spruce and pine  
sawdust is used. The flour is made in six or  
seven grades, packed in sacks by machine,  
and exported to the United Kingdom,  
Germany, France, and—in small quantities—  
to the United States. The shipments in 1907  
aggregated 5,218 tons, valued at about \$80,000.

**OVERS FOR UNWARYING EYES.**  
In the incubator used by bacteriologists, a  
very careful adjustment and regulation of heat  
is necessary, and to overcome the difficulties of  
maintaining a new type of incubator is kept at  
a required temperature by means of a thermo-  
sensitive electric lamp. When lamps are gone  
the apparatus is cooled by a coil of  
the most, the apparatus is cooled by a coil

wall, providing water jacket and air space, and  
the whole is covered with asbestos finished in  
white enamel. In a test for a period of 45 days  
the temperatures have been controlled with  
practically no variation.

**AN UNFROTHING METAL.**  
A material lately shown as "cork metal" at  
an aeronautical exhibition has been claimed to  
be 40 per cent. lighter than aluminum, and to  
have properties making it a rival of that metal.  
The secret of its composition being carefully  
guarded, F. J. Willett has undertaken a chemical  
analysis. The surface has a lustreless, whitish-  
grey colour, and the metal proved to be practically  
magnesium, alloyed with 0.48 per cent. of zinc,  
slight traces of sodium, iron and aluminum  
being found.

**THE NEW FERTILIZER.**  
Calcium cyanamide, the new artificial "lime  
nitrate," has serious drawbacks in its  
causticity and the emission of ammonia and  
hydrocyanic vapours. An Italian method of  
making it innocuous consists in making it  
slightly acid with dilute sulphuric acid, then  
drying and pulverizing.

**WHITELEY'S**  
THE BIGGEST STORE  
IN THE WORLD.  
HIGH QUALITY. MODERATE PRICES.  
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General Illustrated Catalogue sent gratis, or  
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For Particulars apply to  
H. OISHI,  
Manager,  
No. 2, Pedder Street, Hongkong,  
Hongkong, 9th January, 1909. [666]

## HONGKONG TIDE TABLE

From February 7th to 13th, 1910.

Date	High Water		Low Water	
	Mean Time	Height	Mean Time	Height
Mon. 7	12.15	4.0	6.15	1.5
Tues. 8	12.35	4.1	6.35	1.6
Wed. 9	12.55	4.2	6.55	1.7
Thurs. 10	13.15	4.3	7.15	1.8
Fri. 11	13.35	4.4	7.35	1.9
Sat. 12	13.55	4.5	7.55	2.0
Sun. 13	14.15	4.6	8.15	2.1

**HONGKONG METEOROLOGICAL**  
**REGISTRE.**  
Hongkong Observatory, February 6th.

	Previous Day	On Date at 9 A.M.	On Date at 3 P.M.
Barometer	30.1	30.25	30.15
Temperature	67	68	68
Humidity	82	82	82
Wind Direction	E	E	E
Force	2	2	2
Weather	b	b	b
Rain	—	—	—

Highest open air Temperature on 6th 62  
Lowest open air Temperature on 6th 50

## PURE MILK FOR BABIES.

**The Allenburys' Foods.**  
The "Allenburys' Milk Foods are the nearest approach to maternal milk that science has yet achieved. They provide, when used as directed, a complete diet for infants; promote vigorous health and growth; make firm flesh and strong bones; and are so graduated as to give the maximum quantity of nourishment the child is capable of digesting, according to age. Diarrhoea, digestive and stomach troubles are avoided when these foods are given, as by the method of manufacture, they are absolutely devoid of noxious germs, and therefore safer than, and superior to, cow's milk, especially in hot weather. The Milk Foods are made instantly by the simple addition of hot water only, and are alike suitable for the delicate infant and the child in robust health.

**Benger's**

A Food of great nutritive value which  
can be made suitable for any degree of  
digestive power by the simple process of  
letting it stand for a longer or shorter  
period at one stage of its preparation.

When strength is returning after illness, a carefully regulated  
and increasing amount of exercise for the digestive functions is  
beneficial. Benger's Food is the only food which can be pre-  
pared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

BY APPOINTMENT TO HIS MAJESTY THE KING.

**BOVRIL**

Tempts you to Eat  
and Feeds you.

Whether at home, at the office, in the  
restaurant, or in the theatre, a cup of  
Bovril is easily and quickly procured.

ALWAYS INSIST UPON BOVRIL,  
AND SEE THAT YOU GET IT.

**COLEMAN'S**  
**WINCARNIS,**  
THE GREATEST TONIC  
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WHAT IT has done for OTHERS it will DO FOR YOU.  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it.  
"WINCARNIS" has a charm all its own, which you  
cannot fail to appreciate.  
The combination of all that is most nourishing in Beef and Malt is  
prepared in Wincarnis gives a TWO-POWER STANDARD  
that cannot be equalled for giving Strength and Stamina,  
Vitality and Force to Men, Women and Children.

**BUY IT TO-DAY**  
From any leading Chemist.

**MUSTARD & COMPANY.**  
Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]

**DINNEFORD'S**

The Universal Remedy for Acidity of the  
Stomach, Headache, Nervous Indigestion,  
Sour Eructations, Biliary Affections.

**DINNEFORD'S**  
**MAGNESIA**

The Hygienic  
Cure for Gout,  
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Safest and most  
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for  
Regular Use.

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**FURNITURE AND PHOTO GOODS**  
STORE.  
Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1327]

**A. TACK & CO.,**  
26, DES VOGES ROAD, CENTRAL.

**THE LARGEST**  
**PHOTO-**  
**SUPPLIES**  
IN THIS COLONY.  
DEVELOPING, PRINTING &  
ENLARGING UNDERTAKEN.  
Hongkong, 4th February, 1910. [32]

**PURE MILK FOR BABIES.**

**The Allenburys' Foods.**

The "Allenburys' Milk Foods are the nearest approach to maternal milk that science has yet achieved. They provide, when used as directed, a complete diet for infants; promote vigorous health and growth; make firm flesh and strong bones; and are so graduated as to give the maximum quantity of nourishment the child is capable of digesting, according to age. Diarrhoea, digestive and stomach troubles are avoided when these foods are given, as by the method of manufacture, they are absolutely devoid of noxious germs, and therefore safer than, and superior to, cow's milk, especially in hot weather. The Milk Foods are made instantly by the simple addition of hot water only, and are alike suitable for the delicate infant and the child in robust health.

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## SHIPPING.

**ARRIVALS.**  
**CARL DENDERSCHER**, German str., 774, J. Kayser, 6th Feb.—Pohoi and Hoihow 5th Feb., General—Jensen & Co.  
**CHIEFKA**, British str., 1349, J. Brown, 6th Feb.—Shanghai 3rd February, General—Butterfield & Swire.  
**CHITURON**, Chinese str., 1171, C. Stewart, 6th Feb.—Shanghai 3rd Feb., General—C. M. S. N. Co.  
**DAGNY**, Norwegian str., 863, Solverson, 6th Feb.—Quang Yen 3rd February, General—Steno—Angarsen, Thorsen & Co.  
**DAIKA MARU**, Japanese str., 1735, Kobayashi, 5th February—Wakamatsu 30th January, General—Mitsui Bussan Kaisha.  
**EMPEROR OF INDIA**, British str., 3032, E. Beetham, 5th February—Vancouver 13th January, General—C. P. E. Co. P. E. Co. P. E. Co.  
**HAICHING**, British str., 1267, W. C. Passmore, 6th Feb.—Coast Ports 5th Feb., General—Douglas, Lapraque & Co.  
**HONGKONG**, French str., 769, A. Corralinson, 5th Feb.—Haiphong and Hoihow 4th Feb., General—R. Marty.  
**KANAGAWA MARU**, Japanese str., 3825, J. Nagao, 4th Feb.—Singapore 29th January, General—Nippon Yusen Kaisha.  
**KANCHOW**, British str., 1227, Monkman, 5th Feb.—Kobe, Co.—Butterfield & Swire.  
**KATUNA**, British str., 8500, A. Lee, 6th Feb.—Takow and Formosa 4th Feb., Co.—Jensen & Co.  
**KIANG PING**, Chinese str., 1423, Baker, 5th Feb.—Shanghai and Swatow 1st February, General—Jardine, Matheson & Co.  
**NANCHANG**, British str., 5th Feb.—Canton.  
**PINGSUET**, British str., 4150, J. Barber, 5th Feb.—Shanghai 3rd February, General—Butterfield & Swire.  
**PRINZ WALDEMAR**, German str., 3227, E. Leske, 6th Feb.—Sydney 13th January, General—Melchers & Co.  
**TOONAN**, Chinese str., 6th Feb.—Canton.

## DEPARTURES.

5th February.  
**ABADIA**, British str., for Europe, &c.  
**ABERDEEN APCAR**, British str., for Singapore.  
**ABEYAS**, British str., for Shanghai.  
**VICTORIA**, Swedish str., for Haiphong, 6th February.  
**ANRU**, British str., for Shanghai.  
**DAIJIN MARU**, Japanese str., for Swatow.  
**HAIKUN**, British str., for Swatow.  
**HELEN**, German str., for Amoy.  
**HONG WAI**, Japanese str., for Kobe.  
**KANAGAWA MARU**, Japanese str., for Chinkiang.  
**KWONGSANG**, Chinese str., for Canton.  
**PROVIDENCE**, Norwegian str., for Dalay.

## SHIPPING REPORTS.

The British str. *Empress of India* reports heavy weather North Pacific.  
 The Chinese str. *Chituron* reports: Moderate to fresh Northerly wind and clear weather.  
 The British str. *Pingyue* reports: Moderate to fresh N.E. monsoon and fine clear weather.

## VESSELS IN DOCK.

February 6th.  
**Kowloon Dock**—H.M.S. *Beagle*, *Amelia*, *Rio Lima*, General *Lawton*, *H.I.C.S.* *Kung-Hot*, *Piume*, U.S.S. *Wilmington*, U.S.S. *Callao*, *Helene*, *Monteale*.

**Takow Dock**—*Pohoi*, *Changchow*, *Luchow*, *Kalgan*, *Haidow*, *Nanchang*, *Kanow*, *St. Joseph*, *Palat*, *Shanghai*, *Shantien*, *Kaifeng*, *Union Water Boat No. 8 and 9*.

## VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

**"CATHERINE APCAR."**  
 Captain G. F. Hudson, will be despatched for the above Ports TO-MORROW, the 8th inst., at Noon.  
 For Freight or Passage, apply to **DAVID BASSON & Co., Ltd.**, Agents.  
 Hongkong, 3rd February, 1910. [222]

## CANADIAN PACIFIC RAILWAY CO.

## FOR VANCOUVER.

## THE Steamship

**"OCEANO."**

FROM HONGKONG.

ON FRIDAY, the 18th FEBRUARY.

## FOR VANCOUVER DIRECT.

To be followed by the

KUMERIC ... 10th March.

AYMERIC ... 7th April.

SUVERIC ... 5th May.

OCEANO ... 2nd June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.

Hongkong, 3rd February, 1910. [256]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

"PATHAN" ... about 29th Feb.

For Freight and further information, apply to **DODWELL & CO., Ltd.**, Agents.

Hongkong, 2nd February, 1910. [251]

## "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

**"CARMARTHENSHIRE."**

Capt. R. L. Daniels, R.N.R., will be despatched as above about the 1st March.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, Agents.

Hongkong, 1st February, 1910. [245]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	PORT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	C. J. Beaton, R.N.R.	P. & O. S. N. Co.	On 9th inst., at 11 A.M.
LONDON, &c., VIA LOCAL PORTS OF CALL.	ABATE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON, ROTTERDAM & ANTWERP.	CARMARTHENSHIRE	Brit. str.	—	W. Gregory	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
LONDON, ROTTERDAM & ANTWERP.	INDIA	Swed. str.	—	R. L. Daniels, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 1st March.
COPENHAGEN & BALTO PORTS.	EMERALD	Ger. str.	k.w.	Müller	MELCHERS & Co.	On 15th March.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 10th March.
HAVRE & HAMBURG VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 27th March.
HAVRE & HAMBURG VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 3rd April.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 10th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 15th inst., at 1 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 16th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 2nd Mar., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 16th Mar., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 9th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 25th inst., P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	About 28th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 10th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 15th inst., at Noon
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 18th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 26th inst., at 7 A.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 3rd March.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 26th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 17th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 25th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 14th Mar., at 4 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 18th March, at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	About 5th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 16th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	About 9th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 10th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	About 11th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 11th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 14th inst., P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 17th inst., at 4 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 17th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	About 18th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 20th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	About 20th inst.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 16th inst., at 10 A.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	To-morrow, at 10 A.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 15th inst., at 10 A.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	To-morrow, at 3 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 12th inst., at 4 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 14th inst., at 5 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 15th inst., at 3 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 18th inst., at 4 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 19th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 10th inst., at D'light
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 18th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	End of Feb.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 9th inst., at 5 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 16th inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	On 22nd inst., at Noon.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	To-day, at 4 P.M.
MARSEILLES & HAMBURG, VIA STRAITS, &c.	EMERALD	Ger. str.	k.w.	Beahe	HAMBURG-AMERICA LINE	Quick despatch.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	PERMANENT	TO SAIL
YOKOHAMA & KOBE ...	"PRINZ WALDEMAR" Capt. F. Leske	About Saturday, 5th February.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	Wed., 9th Feb., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUETZOW" Capt. E. Devers	About Wed., 9th Feb., at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Leske	Friday, 25th Feb., at D'light.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Schull	End of February.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.**

Hongkong, 29th January, 1910.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

**VANCOUVER, B.C., TACOMA & SEATTLE**

VIA

**MOJI, KOBE AND YOKOHAMA.**

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

For further information apply to

**DODWELL & CO. LIMITED, GENERAL AGENTS, Queen's Building.**

Hongkong, 18th January, 1910.

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

For further information apply to

**DODWELL & CO. LIMITED, GENERAL AGENTS, Queen's Building.**

Hongkong, 18th January, 1910.

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

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Hongkong, 18th January, 1910.

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Hongkong, 18th January, 1910.

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

For further information apply to

**DODWELL & CO. LIMITED, GENERAL AGENTS, Queen's Building.**

Hongkong, 18th January, 1910.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FOURTEENTH SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOURTEENTH SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR

SHANGHAI, KOBE & YOKOHAMA

MARSEILLES VIA PORTS

SHANGHAI, KOBE & YOKOHAMA

MARSEILLES VIA PORTS

Transshipping on the Co.'s Steamers for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

**P. THOMAS, AGENT, Queen's Building.**

Hongkong, 2nd February, 1910.

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

For further information apply to

**P. THOMAS, AGENT, Queen's Building.**

Hongkong, 2nd February, 1910.

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

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Hongkong, 2nd February, 1910.

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For further information apply to

**P. THOMAS, AGENT, Queen's Building.**

Hongkong, 2nd February, 1910.

These Steamers are specially fitted for the carriage of Arctic Storage Passengers.

For further information apply to



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, Port Said and MARSEILLES	SUMATRA	10 A.M., 9th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	DELTA Capt. R. A. Peters	About 11th Feb.	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 18th Feb.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.R.	10th, 19th Feb.	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th February, 1910.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW & SHANGHAI	"CHANGCHOW"	On 7th Feb., Noon.	
BATAVIA, SAMARANG & SOERABAYA	"LUCHOW"	On 7th Feb., 4 P.M.	
MANILA	"TAMING"	On 8th Feb., 3 P.M.	
CEBU & ILOILO	"SUNGKIANG"	On 10th Feb., 11 P.M.	
SHANGHAI	"CHINCHUA"	On 10th Feb., 11 P.M.	
MANILA	"TEAN"	On 15th Feb., 3 P.M.	
SHANGHAI	"CHENAN"	On 17th Feb., 4 P.M.	
SHANGHAI	"LINAN"	On 20th Feb., 11 P.M.	
MANILA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th March, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried.  
REDUCED FARES, Cargo booked through for all Australian, New Zealand and  
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY. S.S. "TEAN" will sail hence for Manila  
on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong.  
Special Reduced return fare of \$50.

FAST SCHEDULE SHANGHAI LINE. S.S. "CHINCHUA" and "CHENAN" with  
Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY  
Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.  
For Freight or Passage apply to— BUTTERFIELD & SWIRE,  
Hongkong, 5th February, 1910. AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS DINING.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. W. C. Passmore	SWATOW, AMOY and FOOCHOW.	TUESDAY, 8th Feb., at 10 A.M.
"HAITAN," Capt. J. S. Bosch	SWATOW, AMOY and FOOCHOW.	TUESDAY, 15th Feb., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 5th February, 1910.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	About 30th February
COPENHAGEN and BALTIC PORTS	"INDLEN"	End of February.

For Further Particulars apply to

MELOHRS & CO.,  
AGENTS.

Hongkong, 29th January, 1910.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"KUNSHAN"	Tuesday, 8th Feb., Noon.	
SHANGHAI, KOBE & MOJI	"NAMANG"	Friday, 11th Feb., Noon.	
MANILA	"YUENSANG"	Saturday, 12th Feb., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 16th Feb., Noon.	
SAIDAKAN	"MAUSANG"	Friday, 18th Feb., Noon.	
MANILA	"LOONGSANG"	Friday, 18th Feb., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 22nd Feb., Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 21 DAYS.

The steamers "KUNSHAN" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a  
stay of 4 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.  
Telephone No. 215, Sol. Exch. 4.

1. Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dava, Simpura, Torno,  
Tunkan, Nesselton and Tabanan.  
For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 7th February, 1910. GENERAL MANAGERS.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, etc. via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATE
S.S. KIYO MARU	17,200 tons gross	Sail Feb. 25th, at Noon.
S.S. BUYO MARU	10,500	April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUYO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU Capt. A. E. Moore	9,000	WED'DAY, 16th Feb. at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 2nd Mar. at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 16th Mar. at Daylight.

VICTORIA, B.C. & SEATTLE (YO MARU leaving Hong- kong 3rd March, due Yokohama 15th March onwards)	TAMBA MARU Capt. E. Sato	6,500	WED'DAY, 16th Mar. from YOKOHAMA
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	5,000	THURSDAY, 17th Feb., at Noon.
	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 18th March, at Noon.

BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Fred Pyno	6,000	WED'DAY, 9th Feb. at 5 P.M.
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SHANGHAI, MOJI and KOBE	BINGO MARU Capt. G. C. Hurry	6,500	TUESDAY, 8th February.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 16th Feb., at Noon.
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† Fitted with New System of Wireless Telegraphy. † Cargo only. † Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States,  
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC  
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki  
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 5th February, 1910.

T. KUSUMOTO,  
MANAGER.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFRO	2540	H. Rogers	Manila	On 14th Feb., 5 P.M.
RUBI	2540	A. Frazer	Manila	On 19th Feb., Noon

For Freight or Passage apply to SHEWAN, TOMES & Co.,  
Hongkong, 4th February, 1910. General Managers.

# HAMBURG-AMERIKA LINIE HAMBURG.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
Also via Aden or Port Said by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:  
HOMeward.

OUTWARD.	FOR	DATE
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. SAXONIA	12th Feb.
	S.S. SPEZIA	15th Feb.
	S.S. C. FERD. LARSEN	27th Feb.
	S.S. LIBERIA	12th March.
	S.S. ALESIA	25th March.
FOR MANZANILLO & HAMBURG:	S.S. BRASILIA	10th Feb.
FOR HAVRE & HAMBURG:	S.S. SEGOVIA	10th March.
FOR ROTTERDAM & HAMBURG:	S.S. RAMBLA	15th March.
FOR MANZANILLO & HAMBURG:	S.S. SLAVONIA	15th March.
FOR HAVRE & HAMBURG:	S.S. SAXONIA	27th March.
FOR HAVRE & HAMBURG:	S.S. SPEZIA	3rd April.

Further Particulars apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 29th January, 1910.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CHURCH LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBIRIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION  
PLAYS of 1910.

Head Office for the Far East—  
15, DES VAREUX ROAD,  
HONGKONG.

Japan Office—  
34, WATER STREET,  
YOKOHAMA.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR ON ABOUT	WILL LEAVE FOR	ON OR ABOUT
TYIMARI	JAVA	First half of Feb.	JAPAN	Second half of Jan.
TYIATYAP	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TYIHWONG	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TYIKINI	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.
TYIPANAS	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TYIBODAS	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
JAV-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 2nd February, 1910. Telephone No. 375.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND  
RAILWAY AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest  
and fastest route, from the Pacific Coast to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
in the U.S.A. and Canada, also to the principal ports in Mexico,  
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. H. Yamamoto	6,178	WED'DAY, 23rd Feb., at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 23rd March, at Noon.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchinson	4,416	FRIDAY, 4th March, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted for carrying Silk, Treasures and Furs. Special attention  
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

FOR	STEAMERS	LEAVES
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. Sugi	WED'DAY, 16th Feb., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. T. Fushiro	THURSDAY, 17th Feb. at Daylight.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.  
First Class Cabin.

The Newly Built Steamers "OSOSHU MARU" and "BUJUN MARU" have First Class  
Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ABIMA,  
MANAGER.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	
ASSAYE	7500	PERSEA	7951	SATURDAY
DELTA	8000	MALWA	11000	March 19
MALEDONIA	10500	(Through Steamer calling at Bombay)		April 2
DEVANHA	8000	MONGOLIA	10600	April 16
ASSAYE	7500	MARMORA	10500	April 30
DELTA	8000	MOBEA	11000	May 14
DELHI	8000	MOOLIAN	10000	May 28

Passengers change Steamer at COLOMBO, and those for BRINDISI transfer also  
to the Express Mail Steamer from COLOMBO. It is definitely reserved in  
accommodation in the connecting Steamer from COLOMBO to LONDON.

FARE TO LONDON (Including Surtax):  
1st SALOON £106.12.0 SINGLE £106.12.0 RETURN  
2nd £48.2.0

In addition to the above Mail Steamers the following—  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

# LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SUMATRA	Tonnage 4600 February about	9 March about
• NYANZA	6700 February 23	23 April
• SUNDAY	4670 March 23	23 May
• NILE	6624 April 20	20 June
• SARDINIA	6570 May 18	18 July
• MORE	6700 May 18	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES  
FARES TO LONDON (Including Surtax):  
1st SALOON £106.12.0 SINGLE £106.12.0 RETURN  
2nd £48.2.0

• Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.



For Particulars, Catalogues and Samples Apply to the Sole Representative for China:  
**HUGO C. A. FROMM**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

Only fully prepaid letters and postcards are transmissible by the **SIBERIAN**  
**Route to EUROPE.**

Thursday, the 10th instant, being Chinese New Year's Day, the General Post Office will not be open to the PUBLIC. No Collection from the pillar boxes or delivery will be made. On Friday, the 11th inst., the Post Office will be open for one hour only, i.e., from 9 till 9 a.m. There will be one delivery of letters, and a collection from the pillar boxes on Sundays. The Money Order Office will be entirely closed on both days.

In the event of the arrival of the German Mail from Europe on either day, the Post Office will remain open one hour for the delivery thereof.

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